



P/N 3202HKR (painted) & 3202-1HKR (ceramic coated)
SUPER COMPETITION FULL LENGTH HEADERS
1968-75 Oldsmobile Cutlass/442, Vista Cruiser Wagon (400-455)
1971-75 Oldsmobile Delta-88 (400-455)

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your Hooker exhaust system.

NOTE: This model does not fit the Cutlass Supreme Model.

NOTE: Will not fit manual transmission.

WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Unbolt the headpipes from the stock exhaust manifolds and push aside.
3. Remove the starter, starter brace, frame brace, stock manifold, dipstick tube, and vacuum canister for the heat riser.

NOTE: Starter brace and fender brace may be discarded as they cannot be used with the installation of your headers. Models equipped with the heat shields over the motor mounts must either be discarded or modified for maximum clearance of header tubes.

4. Starting from below, work the header up through the chassis and into position.

NOTE: Cars with pressure valve and brake warning light switch mounted on the inside of the frame may have to be relocated to the top of the frame.

5. With the header loose, replace the starter. Reroute the cable from the battery to the starter to allow maximum clearance on all header tubes.
6. Place gasket into position and start all bolts. Use 1" long bolts and flat washers at the notches in the flange.
7. Tighten all bolts evenly.
8. Replace the dipstick tube and vacuum canister for the heat riser.

NOTE: On 1975 models, discard the vacuum canister.

RIGHT SIDE:

1. Remove the stock manifold and oil filter adapter from the block.
2. Starting from below, work the header through the chassis into position (some models may require the engine to be raised).
3. Place the gasket into position and start all bolts. Use 1" long bolts and flat washers at the notches in the flange.
4. Tighten all bolts evenly. Reroute trans lines to clear the header and modify or discard brace.
5. Replace the oil filter adapter, making sure cooler lines do not touch the header tubes.
6. To connect the collectors to the headpipes, purchase Hooker Header Reducer Kit 11035HKR.
7. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
8. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.
9. Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOKKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOKKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

3202HKR

Date: 6-3-11